



Appendix A

Executive response in respect of Schools Parking Overview and Scrutiny Enquiry

Date received by Executive: **04/04/17**

Date of response to Executive: **20/06/17**

Executive Member(s) responsible for preparing response:

Cllr I Dalgarno

| Ref | Recommendation of OSC enquiry | Is rec'n accepted? | Executive response including proposed action(s) | Lead Director(s) | Deadline |
|-----|--|--------------------|--|------------------|----------|
| 1. | RECOMMENDED that officers work closely and proactively with schools, taking into account current resources and staffing levels to regularly promote school travel plans and existing health programmes that encourage active and sustainable travel for children within catchment. | Existing practice | CBC has resource in place to support schools in the production of travel plans and works with school clusters to improve these outcomes. | J Longhurst | Ongoing |
| 2. | RECOMMENDED that every school be encouraged to produce an active and regularly updated travel plan, maintaining the relationship with Council officers when providing travel data. | Existing practice | Schools are already encouraged to do so. | J Longhurst | Ongoing |

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| 3. | RECOMMENDED the production of a school's parking leaflet similar to that of a neighbouring authority with distribution electronically where possible to schools, parents and via the Council's website and social media outlets. | Existing practice | Road Safety Officers to review neighbouring authority leaflet and produce suitable copy to send out to all schools for electronic distribution by schools. | M Coiffait | Ongoing |
| 4. | RECOMMENDED regular (termly) communication between Council Officers and Head Teachers, reinforcing the promotion of school travel plans and sustainable travel solutions. | Yes | Include details in the monthly education bulletin distributed to all schools and governors. | J Longhurst / S Harrison | Ongoing |
| 5. | RECOMMENDED that the Council fully enforce inappropriate parking on yellow 'zig zags' which are placed along the entire frontage of all schools, ensuring they are always positioned to the maximum enforceable length. | Yes | CBC is funding and recruiting 4 additional parking officers and these will help support the enforcement of parking at schools. Highways layouts restrict the ability to enable the maximum length of zigzags to be implemented at all school locations. However, this needs to be done in line with available resources and against overall priorities. Zigzag lengths can be influenced by physical space and therefore might be shorter than the maximum allowed | M Coiffait | 25/04/17 |

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| 6. | RECOMMENDED that where parking restrictions exist, current measures are robustly deployed and enforced, taking into account existing resources. | Yes | Schools and councillors reinforce the issue by feeding back to CBC where restrictions exist but need support of the parking team. List as regular item in the Member Information bulletin. | M Coiffait | 25/04/17 |
| 7. | RECOMMENDED that visible signage be displayed outside all schools where deemed necessary, prohibiting parking and waiting between the hours of approximately 8-9am and 3-4pm, acknowledging that individual schools may have differing opening times, taking into account the impact of any restrictions upon residents within the area and existing budget constraints. | No | Parking and waiting bans should be addressed through local decision making. With the removal of ANPR vehicles enforcement is now via mobile officers and is targeted. | M Coiffait | Not applicable |
| 8. | RECOMMENDED the introduction of 20mph zones outside of new schools and existing schools, assessing the most appropriate radius to place them in. | Partially | CBC to make it policy for new schools to have 20 mph limits out side of them. On established schools whilst supportive of the principle we cannot make it policy and it is part of the local decision making process. This depends on the location of each school and the traffic flows around the area | M Coiffait | As appropriate |

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| 9. | RECOMMENDED that planning conditions already within the Council's remit be applied when considering school expansions and new builds, without the need to amend current policy. | Existing practice | This is already current practice. | J Longhurst | Ongoing |
| 10. | RECOMMENDED that lower and primary schools be encouraged to allocate a designated member of staff to manage collection and drop off of children at the start and end of the school day. | Existing practice | This should be part of the school travel plan if appropriate and is the responsibility of schools. | J Longhurst | Ongoing |
| 11. | RECOMMENDED that new schools and expansions include provision for school buses, access and turning wherever possible. | Existing practice | It is part of the planning process to consider school access as part of planning applications and where applicable would be included. This also part off individual school travel plans. | J Longhurst / S Harrison | Ongoing |
| 12. | RECOMMENDED that schools promote a staggered start and finish time where a number of schools are in close proximity to one another in order to alleviate the pressure on parents needing to drop off children of differing ages to different schools. | Existing practice | School start and finish times are a local decision and the responsibility of the school. Commissioned new school places by the council already work with schools to ensure school days are managed to support parental pick up and relieve traffic congestion at peak times. | S Harrison | Ongoing |

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| 13. | RECOMMENDED that schools promote walking buses where practical, further strengthening schemes to encourage walking, cycling, scooting and other means of sustainable travel. | Yes | This is a local decision and should form part of the school travel plan. | J Longhurst / S Harrison | Ongoing |
| 14. | RECOMMENDED that middle and upper schools be encouraged to work with local transport providers to facilitate subsidised travel for out of catchment children, where practical. | No | This is a local decision and not part of CBC's role. | M Coiffait/ S Harrison | Not applicable |
| 15. | RECOMMENDED that schools work closely with catchment area children and parents to minimise as much as possible any unnecessary short distance car journeys, taking into account the time constraints faced by working parents. | Yes | This should form part of individual school travel plans. | J Longhurst / S Harrison | Ongoing |

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| 16. | RECOMMENDED that schools be encouraged to work closely with the local community in order to maximise shared resources including utilising village hall car parks, local supermarkets, park and stride solutions and liaison with parish councils in order to support improvements and closer partnership working. | Yes | CBC to produce best practice script to distribute to all schools to support development of school travel plans highlighting the value to local communities of having them in place. However, ultimately this is not a CBC negotiation but a local agreement between the school and local provider. | J Longhurst / S Harrison | 31/03/18 |